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COUNTRY East Germany SECURITY INFORMATION REPORTTOPIC Alt Loennewitz Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 22 October 1953

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity was observed at Alt Loennewitz airfield between 14 and 25 September 1953:

14 September. Between 9:30 p.m. and 11:30 p.m., there was air activity by individual twin-engine aircraft with set position lights.

15 September. Between 4 p.m. and about 6 p.m., several single-engine aircraft flying individually were observed aloft.

16 September. Between 8 a.m. and 10 a.m., there was air activity by single-engine and twin-engine aircraft. At 3:30 p.m., a biplane landed at the field.

17 September. During the morning, formation flying was practiced by single-engine aircraft. At about 10:20 a.m., a flight of twin-engine aircraft was observed aloft. At 12:40 p.m., a formation of 9 twin-engine aircraft practiced flying in wedge formation.

23 September. During the morning, individual and formation flights were made. At about 11:25 a.m., a formation of 8 twin-engine aircraft was observed aloft.¹

25 September. Between 2:30 p.m. and 3:30 p.m., a single-engine aircraft fired with aircraft weapons at a meadow along the Schwarze Elster River, north of Uebigau. Subsequently, the aircraft landed at the field. 2

2. The following observations were made at the field between 17 and 28 September:

17 September. At 10 a.m., two Il-10s took off and practiced formation flying up to about 10:15 a.m. Subsequently, formation flying was practiced by twin-engine aircraft. At about 1:45 p.m., a formation of nine twin-engine aircraft, flying in squadron wedge formation, crossed over the field.

18 September. Between 8:15 a.m. and 8:50 a.m., two biplanes were observed aloft.

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19 September. A biplane was observed aloft between 10 a.m. and 10:30 a.m. No other air activity was observed.

20 September. There was no air activity during the morning.

21 and 22 September. No aircraft were observed aloft throughout the day.

23 September. During the morning, twin-engine aircraft were observed making local flights, with 2 to 4 aircraft aloft at the same time. At about 10:30 a.m., a formation of 11 twin-engine aircraft crossed over the field.

24 September. Between 8 a.m. and 3 p.m., there was air activity by individual twin-engine aircraft. The ceiling was closed and there were intermittent rain showers. Between 11 a.m. and 2 p.m., single-engine aircraft were observed aloft.

28 September. Local individual flights by single-engine aircraft were made during the early morning hours.

3. The following air activity was observed at the field between 21 September and 2 October.

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21 September. After 6:30 p.m., individual flights were made by Li-2s of which 3 or 4 aircraft were simultaneously observed aloft.

22 September. No air activity was observed up to 5 p.m. There was a closed ceiling and gusty weather. Between 5:15 p.m. and 5:35 p.m., a line abreast formation of 8 Il-10s was observed making a local flight over the field. The interval between the individual aircraft was about 1,000 meters. After 7 p.m., there was individual night flying by Il-10s.

23 September. Formation flying was practiced by Li-2s up to 1:30 p.m. At 8:06 a.m., three take-offs were made by a flight of 3 Li-2s of which 2 aircraft took off close together, while the third aircraft was about 200 meters to the rear left. Shortly after lifting off the ground, the aircraft assembled in flight wedges and a little later in a squadron wedge formation.

24 September. Between 8:15 a.m. and 4 p.m., local individual flights were made by Li-2s with extended landing gears. From 3 to 5 aircraft were continually aloft.

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25 September. Between 8 a.m. and 5 p.m., local flying was practiced by individual Il-10s which had their landing gears extended. At 5:30 p.m., 10 Li-2s took off at intervals of 800 meters and circled once over the field flying in line abreast formation. Local individual flights were made by Li-2s from 7 p.m. until after 10:30 p.m.

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26 September. Between 9 a.m. and 2 p.m., individual flights by Il-10s and low-level attacks were made at the field. Temporarily, the sky was overcast.

27 September. No air activity was observed at the field.

28 September. Between 8 a.m. and 1:45 p.m., local individual flights were made by Il-10s which had their landing gears extended. Four or 5 aircraft were aloft at the same time. At 5:30 p.m., 11 Li-2s took off at intervals of 600 meters and circled once over the field. After 7 p.m., night flying was practiced by Li-2s.

29 September. At 9:30 a.m., when morning fog had lifted, 17 Il-10s took off at intervals of 300 meters. The aircraft assembled in formation after the take-off. They landed at 10:20 a.m. Intensive air activity by Il-10s was continued until 5:30 p.m. Continually, small formations of 2 to 4 aircraft were observed aloft for 30 to 50 minutes duration.

30 September. At 9:10 a.m., three Il-10s took off and practiced flying in flight formation. There were no clouds. Individual and formation flights were made by Li-2s after 9:15 a.m. Between 11:45 a.m. and 3 p.m., nine Li-2s practiced formation flying.

1 October. At 11:30 a.m., 18 Il-10s took off in rapid succession and practiced formation flying in line abreast formations of six aircraft each.

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Formation flying by ground attack aircraft continued up to 3:30 p.m.

2 October. Local flying was practiced by Li-2s during the morning.

4. The following air activity by MiG-15s was observed:

27 September. Between 9:30 a.m. and 4:45 p.m., loud noise of jet engines was heard from the Elbe River. Only once at 4:15 p.m., a formation of 18 swept-back jet fighters was observed at the Elbe River, coming from the east.

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1 October. At 9:45 a.m., a formation of 10 MiG-15 and U-MiG-15s was observed aloft at an altitude of about 1,000 meters.

MiG-15s practiced air-to-ground firing at tank dummies. These dummies were not located on the north-south ridge, as previously observed, but about 800 meters northward on the edge of the high forest, with their front sides pointing to the south and east. The swept-back jet fighters approached from the east and south and attacked the targets in elements of twos. The strong point at the western exit of Belgern was still occupied by Soviets and three trucks were parked in the sheds. 2

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5. Motor vehicles observed entering and leaving the field included trucks and jeep.

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1. Comment. Alt Loennewitz airfield is occupied by a ground attack regiment with 45 to 50 Il-10s and a transport regiment with 20 to 25 Li-2s. The two regiments still conduct intensive training activity and practice flights. 50X1-HUM
2. Comment. Uebigau is about 8 km northeast of Alt Loennewitz. The Belgern air force training field near Strehla is probably used for air-to-ground firing by the fighter regiments from Grossenhain. 50X1-HUM

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